



ICAO EURNAT

RD BRIEF

#15 2020 Achievements



COVID-19 has definitely changed our world. All I can think of, as we approach the end of this year and the holiday season, is the way an imposed pandemic has affected everyone's life, every work environment, every single instance of our lives.

ICAO as an organization, and ourselves here at the EUR/NAT Office too, are going through a lot of changes: the way we organize our work, the way we communicate, the way we liaise with our stakeholders and with each other, the way we approach team work, the scope and the limits in the way we can support States and the way we work with our partner regional organizations.

The “change challenge” as I see it, is here to stay. It is not going away. And we all need to be ready for it, willing to adapt and respond to changing demands and circumstances and get better while going through it.

From the onset of the crisis, we established a new channel of communications with the DG community: the RD Brief. Through it we have been providing you with updated and pertinent information on our efforts to serve you. This has been done in close correlation with the topics discussed at our (now) monthly DGCA meetings. We believe and hope that the combination has brought our Office and services closer to you, in these very challenging times.

This year also brought another important mandate to its conclusion. The formal separation process of ECAC from ICAO was finally concluded in August this year. There are still some final actions required from both organizations to bring closure to this matter.

One of the most direct impacts was on the “inside”: the way my entire team and I had to adapt to a new way of working and relating to each other. This adaptation required not

only the technical aspects of it: the adoption of new technologies, skills and equipment, but even more challenging was the adoption of a new mindset, being equipped to keep the team spirit and motivation up, despite the lack of human contact amongst us all. We listened to our staff as well, and after receiving the Global Employee Survey results, we held four meetings and team building sessions and drew up a plan to work together on the issues that needed our attention to make ICAO a better place to work.

So, in confronting this extended scale of challenges, ICAO EUR/NAT is determined to spare no effort in continuously providing global guidance to make it possible for aviation to restart and recover, as well as support and target assistance to States. Our programmes have transformed and became virtual in all areas possible. As you read the pages below of our last issue of the RD Brief in 2020, you will find that next year will be a new trial on how we can continue to combine our virtually focused assistance with face to face interactions. You will also discover that new areas will certainly grow in activity based on the input that we have received from you this year.

Happy Holidays and enjoy your reading,

Silvia

EUR/NAT 2020 Achievements

Safety

In 2020 we coordinated and clarified the information published by the EUR/NAT States related to the contingency measures implemented throughout the year in order to ensure smooth and essential, (including humanitarian), operations.

Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) provided an important coordination and cooperation mechanism: It gave important guidance to States on harmonization of applied public health and aviation measures. This was done through numerous workshops, webinars, virtual meetings for the CAPSCA focal persons and through presentations in other organizations' meetings (i.e. EASA, WHO, IAC). Sixteen (16) new States and four (4) new organizations joined the European CAPSCA programme during 2020. We now have a total of 43 members/ States.

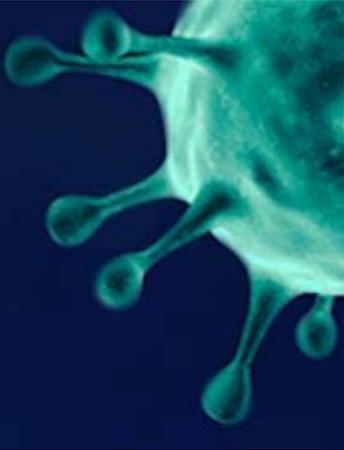
The CAPSCA Technical Advisors Training (ITP) was developed by the CAPSCA EUR Subject Matter Experts in collaboration with an ICAO Regional Training Centre of Excellence (JAA TO), HQ Air Navigation Bureau (ANB), Technical Cooperation Bureau (TCB) and Global Aviation Training Office (GAT). This training now has GAT final approval. Through a jointly signed ICAO EUR/NAT-EASA letter addressed to all EUR/NAT States, the ICAO EUR/NAT Regional Office invited States to implement the EASA/ECDC Safety Protocol as an aligned acceptable means of compliance to implement the ICAO CART report and guidance in line with the most recent evidence available. This provided the EUR/NAT States, operators and passengers with safe, clear and harmonized set of guidelines elaborated together by aviation and health authorities.

With CART, ICAO introduced a great mechanism to guide the aviation community through the crisis: we facilitated guidance to States in the EUR/NAT Regions on the adoption of temporary safety alleviations and their filing, assisted States in the implementation of the CART Recommendations and Take Off Guidance as well as on the reporting of progress through the CRRIC. We also developed a regional CART implementation plan in support of the ICAO Global Implementation Roadmap detailing foreseen regional actions.

There were no serious safety concerns in the EUR/NAT Regions. The average Universal Safety Oversight Audit Programme (USOAP) overall Effective Implementation (EI) rate

for the EUR/NAT States was 77.93% and 34 States in EUR/NAT have already achieved the target of 75% EI by 2022. We are also glad that the EUR Regional Aviation Safety Plan (RASP) 2020-2022 was established on the basis of the Global Aviation Safety Plan 2020-2022 and the European Plan for Aviation Safety.

The Office was also actively involved in the crisis coordination activities of the European Aviation Crisis Coordination Cell (EACCC).



Exceptional circumstances call for
Exceptional support

**ICAO COVID-19 Mitigation Measures
Supporting States around the world**

Security and Facilitation

We provided assistance and guidance to States on conducting Aviation Security Contingency Measures during the COVID-19 pandemic, such as amending security screener procedures and the adoption of temporary security alleviations while not compromising baseline security and assuring prevention of new vulnerabilities through the work of the ICAO EUR/NAT Aviation Security Group (ENAVSECG). Further work was done via the ENAVSECG ECHO initiative on aligning and improving capacity building activities at the regional level.

EUR/NAT also enhanced coordination with States' Facilitation Focal Points to provide guidance regarding the establishment and use of National Facilitation Committees as well as raising awareness for existing Annex 9 Standards and Recommended Practices (SARPs) regarding facilitation measures in times of natural or man-made disasters such as COVID-19, e.g. humanitarian flights, cargo facilitation and other topics. We coordinated and clarified information published by States related to their contingency measures implemented in order to ensure smooth essential and humanitarian operations.

This event builds on the 2019 ICAO Innovation Fair and aims to showcase innovations and their use in aviation. The subject matters that will be covered include: Green Innovation, Training, Passenger Differentiation, Digitization, Stratospheric Operations, Economic Aspects of Innovation, Surface to Space, Artificial Intelligence and Innovations that have recently been brought online to help deal with the pandemic.

The event is being held online and it is free to register and attend. The programme is also being broadcast in multiple time zones which means that it should be on when one is awake – no matter where one lives. So we strongly invite you to register and joins us.

More information, including the link to register is here:

<https://www.icao.int/Meetings/InnovationSymposium2020/Pages/default.aspx>

Capacity and Efficiency

We coordinated airspace measures to ensure safe and efficient accommodation of the changing traffic flows and aircraft types due to COVID-19. We also provided guidance to States and airspace users on the format and content of the published aeronautical

information to ensure its harmonious application and interpretation.

All EUR/NAT States participated in the annual Aviation System Block Upgrades (ASBU) implementation monitoring report. Most of the ASBU modules recorded a slight increase in the implementation progress. We also developed an annual Regional Performance Framework Report, were actively involved in supporting the Atlantic Coordination Meeting (ACM) and followed up on the agreed action items with all involved Regional Offices.

Economic Development

Our Office conducted a workshop on the issue of Financial Sustainability of CAAs' Oversight where States shared their experiences on challenges, best practices and lessons learned. This was part of the awaited awareness campaigns planned in 2020 on this topic. The outcomes of this workshop were endorsed by the EUR/NAT DGCA and the Office delivered an Action Plan for deployment in 2021.

We developed an ad hoc forecasting methodology reflecting the severe consequences of COVID-19 and delivered a traffic forecast for the North Atlantic Region (NAT). The purpose of this forecast is to support the restart and develop traffic growth expectations for the NAT in order to set appropriate rates for route charges and staffing requirements. In addition, this forecast will help support analysis related to NAT region operational requirements and mandates. We also performed an economic impact assessment for a new Height Monitoring System (HMS) in the NAT.

Environment

This year was crucial for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as the States were requested to send to ICAO their 2019 aviation emissions data to allow ICAO to establish the baseline. It is the role of the Regional Office to support the States in implementing the CORSIA requirements.

In addition, we supported the ICAO Assistance, Capacity-building and Training (ACT) CORSIA initiative by organizing and contributing in four webinars on CORSIA and the related tools. We supported the States to ensure the proper submission of their CO2 emissions data by the end of August 2020 as well as other milestones described in the SARPs.

Regional webinars were conducted on the ICAO States Action Plan on CO2 emissions reduction (SAP) initiative to train States on the relevant ICAO material and tools for the States to be ready for the upcoming submission in June 2021.

Newly appointed SAP and CORSIA Focal Points were trained on the SAP initiative, the ENV tools, CORSIA requirements and other relevant tools respectively.

9 webinars and assistance sessions under Environment, CORSIA and States Action Plan were delivered from Jan to Dec 2020; 5 in English and 4 in French.



2021: Our Way Forward

Safety

Our main focus will be to assist States in the issuance and removal of their safety alleviations, a safe restart of aeronautical infrastructure in line with the CART recommendations and guidance and ICAO Manuals on risk management measures. The regional safety monitoring and annual safety reports content will center on monitoring the impact from the COVID-19 crisis and associated risks and mitigations. The CAPSCA network will be further used to provide States with guidance and training on COVID-19 contingency planning related issues. At the same time, we will continue working through the regional EUR and NAT Aviation System Planning Groups (EASPG and NAT SPG) to ensure coordinated implementation of the GASP and Regional Aviation Safety Plans. We will also continue our technical assistance activities to help States in need with implementation of safety critical provisions in a prioritized manner.

Capacity and Efficiency

Our emphasis will be to provide States with guidance to ensure availability of the critical infrastructure for essential flights, distribution of vaccine operations and guidance for issuance of appropriate aeronautical information to support essential operations and during recovery and restart phases. We will also continue ensuring the regionally coordinated implementation of the Global Air Navigation Plan (GANP) and Regional plans and monitoring of their implementation.

Security and Facilitation

We will provide States with guidance on AVSEC/FAL related topics per CART guidance, appropriate ICAO manuals and guidance. We will also continue providing technical assistance to States either directly or through the ICAO network of Aviation Security Training Centers. COVID-19 has highlighted the importance of Annex 9 provisions, especially the national facilitation committees and cross-sectoral coordination with all domains. Therefore, in 2021 we will be more involved in the Facilitation area. Our ECHO initiative to map and align the ongoing and planned technical assistance activities across the EUR/NAT will continue with the aim that there are no gaps or overlaps in the technical assistance work done by different organizations and States.

Economic Development

Our aim is to provide more specific guidance and assistance on COVID-19 related matters that have affected the States in ensuring sustainable financing. The Action Plan to provide States with specific guidance will include the assessment of States' financial models with diversified resources of financing, a survey to assess State's needs, the development of guidance material and best practices, establishing a network of contacts with development banks, financial institutions and relevant organizations, the delivery of a series of webinars and workshops and the establishment of cooperation with EASA on sustainable funding of the CAAs.

Our work in supporting the NAT States in traffic forecast and economic assessment of the planned implementations will also continue.

Environment

Our emphasis is to provide States with guidance on the ICAO ENV Standards to ensure that environment is part of the restart and recovery plans in line with the CART, and to ensure that the CORSIA implementation and CO2 reduction action plans continue unhindered. Direct assistance and sub-regional workshops and webinars will be organized on a regular basis to help States with the implementation of ICAO strategies and provisions in this domain.

EUR/NAT Training, Workshops, & Webinars

EUR/NAT COVID-19 Updates/ CAPSCA EUR [click here](#)

ICAO EUR/NAT Sustainable Funding of States CAAs Workshop Documentation [click here](#)

EUR/NAT events schedule [click here](#)

ICAO Webinars [click here](#)

ICAO COVID-19 Response and Recovery Platform [click here](#)

Editor and the EUR/NAT Team



Carolina Ramirez Taborda, Change Management and Communications Consultant, ICAO EUR/NAT



The EUR/NAT Team

The next RD Brief will be issued on 27 January 2021 and the focus will be on ICAO EUR/NAT 2021 Planning.

**International Civil Aviation Organisation European and North Atlantic Office
(ICAO EUR/NAT)**

3 bis villa Émile Bergerat, 92200 Neuilly-sur-Seine
Cedex, France

Phone: +33 1 46 41 85 85

Email: icaoeurnat@paris.icao.int

Website: www.icao.int/EURNAT



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